

CHAPTER 2

AEROSPACE VEHICLE AND SELECTED ITEMS OF EQUIPMENT MISSION CAPABILITY (MICAP) (RCS: HAF-LGS(D)7113)

Section 2A—GENERAL POLICIES.

2.1. Purpose.

2.1.1. This chapter explains Air Force policy for mission capability (MICAP) transmissions (B9(x)) (RCS: HAF-LGS (D) 7113) from an installation, base or depot to the Aerospace Vehicle and Selected Items of Equipment Mission Capability reporting system (D165B). Although still referred to D165B the Data System Designator (DSD) has been replaced, after March 2006 it resides as a module to D087. It applies to the United States Air Force, Air Force Reserve and the Air National Guard. Major Commands (MAJCOMs) may supplement this manual specifying any unique MICAP requirements. Supplements cannot deviate from the basic intent of this manual and copies of the supplement must be provided to HQ USAF/A4RM and HQ AFMC/A4RX.

2.1.2. Visibility of the RCS: HAF-LGS (D) 7113 is available for users in the Weapon System Management Information System (WSMIS)/Supportability, Analysis and Visibility Module (SAV/D087V). Users guide is available on line.

2.1.3. MICAP procedures can be found in the following manuals:

2.1.3.1. Base level procedures, **AFMAN 23-110, Volume 2, Part 2, Chapter 11.**

2.1.3.2. Item manager processing procedures, AFMAN 23-110, Volume 3, Part 3, Chapter 3.

2.1.3.3. Depot retail supply procedures, **AFMAN 23-110, Volume 3, Part 2, Chapter 6.**

2.1.3.4. Maintenance equipment inventory, status, and utilization reporting, AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

2.2. Report Prescribed and Its Use.

2.2.1. The RCS: HAF-LGS (D) 7113 report is prescribed by this chapter. Information gained from this report is used to:

2.2.1.1. Provide data to prepare comprehensive statistical studies and analyses for congressional committees, Bureau of Budget, Department of Defense, Air Staff, and all levels of management.

2.2.1.2. Provide all levels of management with the necessary data for timely and effective MICAP item management.

2.2.1.3. Identify and isolate for exception management purposes, the most significant item(s) contributing to MICAP incidents and highlight types of problems.

2.2.1.4. Set in motion an extraordinary effort to restore aerospace vehicles or selected items of equipment to a state of operational readiness.

2.2.1.5. Provide a source of data for use in determining critical items.

2.2.1.6. Assist management in ensuring MICAP requisitions are valid.

2.3. Reporting System. The basis for the reporting system prescribed by this chapter is to report those mission degrading circumstances that cannot be filled through normal base channels.

2.4. Initiation of RCS: HAF-LGS (D) 7113. The reporting of MICAP requirements is based on a start/stop concept, the report starts at the time an item is requisitioned and stops at the time of termination; i.e., receipt, cancellation, or downgrade. MICAP start/stop transactions are directed to Okalahoma City Air Logistics Center (OC-ALC), routing ID FHZ. As of March 2006 D165B no longer resides on a main-frame at OC-ALC, data is FTPed to the Processing Element DISA Dayton, a mid-tier server at Wright Patterson AFB.

2.5. Changes. This chapter will be reviewed every two years. Changes should be submitted to HQ AFMC/A4RX, 4375 Chidlaw Road, B113, Wright-Patterson AFB OH 45433-5006 not later than 1 April of odd years.

2.6. Preparing and Transmitting Report. The standard base supply system (SBSS) and the wholesale and retail receiving and shipping system (D035K) in-line computer processing produces the MICAP B9M start/stop transactions. The MICAP "B9MFHZ" is hard wired at base level for MICAP transmissions.

2.7. Security Classification of Report. Originators of RCS: HAF-LGS (D) 7113 will classify reports according to AFI 31-401, Information Security Program Management, and AFI 10-1101, Operations Security (OPSEC). This report shall be unclassified at all levels of command. All unclassified reports, print-outs, flat files or related information shall be for official use only.

2.8. Reserved For Future Use.

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Section 2B—FUNCTIONS AND RESPONSIBILITIES.

2.16. Major Commands (MAJCOMs).

2.16.1. MAJCOMs (including Air National Guard (ANG)) will:

2.16.1.1. Provide necessary instructions for assigned units operating from isolated locations on how to collect and forward appropriate data.

2.16.1.2. Ensure internal reporting systems which contain status information are adjusted to use data generated by this reporting system and eliminate any duplicate reporting systems and/or transmissions.

2.16.1.3. Specify those operational systems which must function within command assigned aerospace vehicles to permit the aerospace vehicle to perform its assigned mission (combat, training, or support) according to AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*. This is an operational determination and is required for accurate aerospace vehicle status reporting by maintenance and Logistics Readiness. This determination responsibility may be delegated to the appropriate subordinate level in each MAJCOM.

2.16.1.4. Under the host/tenant relationships, the host base will provide the following MICAP reporting services to tenant units on their base:

2.16.1.4.1. The host base will utilize the defense digital network (DDN), dependent upon available facilities to forward B9(x) transmissions. Data will be forwarded not later than the day following the cut-off period or the first workday following, if holidays are involved.

2.16.1.4.2. As required, MAJCOMs of the tenant units may request from the host base the information required in the RCS: HAF-LGS(D)7113 report.

2.16.1.5. Ensure MICAP requisitions are valid and their bases establish a MICAP validation program as indicated in [paragraph 2.17.2.](#)

2.16.1.6. Establish a program to ensure that RCS: HAF-LGS (D) 7113 data submitted by subordinate bases is accurate, complete, timely, and properly routed.

2.16.2. MICAP Asset Sourcing System Freeze Authorization:

2.16.2.1. MAJCOMs must identify annually those Readiness Spares Packages (RSPs) requiring a 100% floor or global freeze. Global freeze prevents view or auto-ship capability. The 100% floor still gives the view capability (sourcing only) but restricts automatic shipment. Submit request for authorization/approval to HQ USAF/A4RM no later than 15 June each calendar year. A message of approved authorizations, 100% floor and global freeze, will be transmitted to MAJCOMs for their information and dissemination to subordinate units by HQ USAF/A4RM on or about 01 August each calendar year.

2.17. Logistics Readiness Commander or Senior Material Officer.

2.17.1. The materiel management activity responsible for support of aerospace vehicles and/or selected items of equipment at that installation will report MICAP start/stop transaction data for:

2.17.1.1. Weapon system evaluator guided missiles and air intercept guided missiles when reporting is requested by the owning command.

2.17.1.2. Selected ground communications-electronics-meteorological equipment.

2.17.1.3. Aircraft and missile engines.

2.17.1.4. Selected aerospace ground equipment.

2.17.1.5. Selected training equipment.

2.17.1.6. Selected vehicular equipment.

2.17.1.7. Selected electronic countermeasure pods.

2.17.1.8. Selected ground photographic equipment.

2.17.1.9. Selected cryptological equipment.

2.17.1.10. Selected items of equipment include any substitute and interchangeable items within the designated description, type and model which are assigned to the base.

2.17.2. Devise local procedures for coordination and verification of MICAP data between maintenance and materiel management functions. Before a MICAP is submitted, base personnel will insure all possible base level resources; i.e., suitable substitute, next higher assembly, bench stock, readiness spares packages, supply point, time change technical order kits, and, as a last resort, cannibalization, are checked. Only after these processes are completed and no asset is available at base level will the MICAP requisition be generated. **Note:** AFMC ALC depot supply reporting activities will not consider materiel on the depot supply accountable records (ownership code "09") as available.

2.18. Retail Level Policy for Releasing Assets. Unless preapproved by HQ USAF/A4RM or prohibited by current contingency support policy, all priority 01-03 not mission capable (NMC) and partially mission capable (PMC) will ship to a zero balance. Non NMC and non PMC, priority 01-08 will release to safety level or minimum level (whichever is greater). Detailed instructions are contained in **AFMAN 23-110, Volume 2, Part 2, Chapter 15**.

2.19. Single Managers and Item Managers.

2.19.1. When information indicates a MICAP condition exists, the single manager and item manager will monitor and resolve all conditions affecting the weapon system, product, or materiel. This may be accomplished by coordinating efforts and prioritizing resources with key players, i.e., Log Officers, Inventory Management Specialist from other services or agency, Production Management Specialist, Equipment Specialist, etc. Prioritizing resources should include expediting repair, shipping and delivery to the customer. For items managed by other services or the Defense Logistic Agency (DLA), this may be accomplished by contacting the appropriate key players in that service agency to determine status and negotiate higher priority actions, where possible.

2.19.1.1. Data discrepancies between D035A and D165B must be reconciled. When there is a MICAP requisition in D035A and no MICAP start in D165B, interrogate the standard base supply system (SBSS), as well as the wholesale retail shipping and receiving system (D035K) with a "B91." Formats and/or instructions are located in **AFMAN 23-110, Volume 2, Part 2, Chapter 11** and **AFMAN 23-110, Volume 3, Part 2, Chapter 6**.

2.20. Contractors.

2.20.1. Criteria for contractors to use the MICAP requisitioning system when performing programmed depot maintenance (PDM) is included in **paragraph 2.29.6** of this chapter.

2.20.1.1. Authorized contractor requisitions will be identified and afforded MICAP processing when the priority designators are 01-08, record position 62 is "N" or "9." If the requisitioner is a repair contractor SRAN (EZ/EY) for programmed depot repair, the requisition must also reflect a project code of "A78." Special requisitioning procedures identified in **AFMAN 23-110, Volume 1, Part 1, Chapter 24**, paragraph 12 and 55 also apply. Authorized contractor MICAP requisitioning is included in **AFMAN 23-110, Volume 3, Part 3, Chapter 2, paragraph 22**.

2.20.1.2. Single managers authorizing contractors MICAP authority will forward this authority in writing to HQ AFMC/A4RX, 4375 Chidlaw Road, B113, Wright-Patterson AFB OH 45433-5006. The authorization will specify the contractor's name/location, aircraft or end item involved, type of work being done, time span of MICAP request and detailed justification for allowing MICAP

requisitioning. To validate those contractors authorized MICAP requisitioning, contact HQ AFMC/A4RX.

2.20.1.3. Whenever possible contractors should attempt to contract directly with approved vendors using their Contractor Acquired Property (CAP) line in lieu of the MICAP requisitioning process.

2.21. MICAP Functional Manager

2.21.1. The MICAP Functional Manager located at HQ AFMC will develop a report means within WSMIS/SAV to review updates to MICAP record data accomplished thru the MICAP/AWP Record Update (formerly KeyPlus).

2.21.2. Suspected abuse of the MICAP/AWP Record Update will be reported to ALC areas of responsibility.

2.22. Reserved For Future Use.

2.23. Reserved For Future Use.

2.24. Reserved For Future Use.

2.25. Reserved For Future Use.

Section 2C—REPORTING PROCEDURES (RCS: HAF-LGS(D)7113).

NOTE: Only Military Assistance Advisory Groups and Missions are exempt from reporting assigned USAF aerospace vehicles under the provisions of this section. Similar small organizational units may be exempted upon request to, and approval by, HQ AFMC/A4RM.

2.26. General.

2.26.1. Inaccurate and/or untimely reporting seriously degrades the value of the reporting system. Incorrect reporting of MICAP data weakens the MICAP reporting system, impairs its effectiveness, and negates its intended purpose. Misrouted or incorrect data will either be rejected by automated edits or result in distorted MICAP statistics which, if not discovered, will have an adverse impact on the entire logistics support effort. In addition, incorrectly prepared and submitted MICAP data results in the creation of additional and unnecessary work loads, both at the point of data submission and the depot.

2.27. Reportable Items.

2.27.1. MICAP reportable items are assigned Standard Reporting Designators (SRDs), as prescribed in AFI 23-106, *Assignment and Use of Standard Reporting Designators*. The Reliability and Maintainability Information System (REMIS) maintains the authorized Air Force SRDs in a table that is periodically transmitted to the Core Automated Maintenance System (CAMS). The SRD table is available to Logistics Readiness personnel via CAMS-SBSS interface, the base CAMS data base monitor and (based on the weapon system for which they are responsible), the SRD monitor at each ALC.

2.27.2. Aircraft, drones, and missiles in REMIS SRD table for which MICAP start/stop transaction reporting is required are:

2.27.2.1. Aircraft and drones with possession status "CA," "CC," "CF," "IF," "TF," "BK," "BO," "BL," "BN," "DR," "PL," and "ZB" and their mobile training set/resident training equipment (MTS/RTE) in possession status code "TJ." Reporting for aircraft possession status code "CB," "EB," "EH," "EI," "EJ," and "ZA" is optional to each command. Possession status codes are defined in AFI 21-103 Equipment Inventory, Status and Utilization Reporting.

2.27.2.2. Intercontinental ballistic missiles (ICBMs) in status code "CC."

2.27.2.3. Missiles including air surface attack guided missiles/air decoy guided missiles (AGMs/ADMs) with assignment/status codes "CC" and "CA."

2.27.3. Selected trainers identified in REMIS SRD table.

2.27.4. Selected items (weapon system) of equipment identified in REMIS SRD table are:

2.27.4.1. Communications-electronics (CE).

2.27.4.2. Aircraft/missile engines and modules.

2.27.4.3. Support equipment (SE).

2.27.4.4. Vehicular equipment.

2.27.4.5. Ground photographic equipment.

2.27.4.6. Cryptological equipment.

2.27.4.7. Trainers.

2.27.5. Air intercept missiles (AIMs) and other guided missiles will be reported only to those headquarters and/or subordinate elements or operational commands possessing these items for operational use and desiring a need for the MICAP data.

2.27.6. Transient Aircraft. Parts required for transient not mission capable (NMC)/partial mission capable (PMC) aircraft that cannot be obtained from the aircraft's home base will be ordered NMC/PMC as appropriate and reported in the RCS: HAF-LGS(D) 7113 report. If the aircraft is assigned to another Major Command (MAJCOM), use the command code of the owning MAJCOM.

2.27.7. Request for addition or deletion of MICAP reportable SRDs should be forwarded in accordance with AFI 23-106. Item selection will be based on mission essentiality.

2.28. Distribution of MICAP Data. The MICAP data will be transmitted by DDN according to content indicator "FAZZ" or IAZZ" and precedence assignment "P." Organizations authorized defense automatic addressing system distribution will forward data to that facility.

2.29. When to Prepare MICAP Start/Stop Transaction.

2.29.1. Prepare a MICAP start/stop transaction to identify a MICAP status only when it has been determined that parts are not available from on-base resources (see [Attachment 2C-5](#) for an explanation of MICAP conditions).

2.29.2. Parts required for installed aircraft engines that can be removed/replaced without removing the engine will be ordered NMC against the aircraft.

2.29.2.1. If installed aircraft engine parts are required but they CANNOT be removed/replaced without removing the engine but spare serviceable engines ARE available, the required parts will be ordered ENMC against the engine.

2.29.2.2. If installed aircraft engine parts are required but they CANNOT be removed/replaced without removing the engine but spare serviceable engines ARE NOT available, the required parts will be ordered NMC against the aircraft.

2.29.2.3. When no serviceable spare engines are available and whole engines are ordered through the consolidated aircraft maintenance system (CAMS)/comprehensive engine management system (CEMS), the aircraft will be carried NMC for the engine.

2.29.3. Submit a MICAP start/stop transaction against an electronic countermeasure (ECM) pod to identify MICAP status when the pod is in an uninstalled status and requires depot materiel support prior to accomplishing repair. When parts for pods, whether removed or installed are required for a MICAP aircraft, a MICAP start/stop transaction will be prepared against the aircraft, not the pod.

2.29.4. MICAP requirements for items resulting from acceptance of an aerospace vehicle from production (depot or contractor) with either government furnished aircraft equipment or contractor furnished aircraft equipment not installed or unqualified, when reported as initial shortage MICAP in CAMS/REMIS will be reported in RCS: HAF-LGS (D) 7113. A MICAP start/stop transaction will be prepared using cause code "Z." If the item is to be provided without requisitioning action, the requisition will contain the stock record account number of the reporting base, the four-digit numeric Julian date, and a four-digit manually assigned serial number in the applicable positions.

2.29.5. For MICAP reporting on transient aircraft:

2.29.5.1. When an aircraft is in MICAP status prior to departure from the home station, the same organization submitting the original MICAP status on the MICAP start/stop transaction will delete the status when the last MICAP item which will repair the aircraft is delivered to the maintenance activity.

2.29.5.2. When an aircraft becomes MICAP during transient status and the part grounds the aircraft from further flight, or the part is essential for continuance of the specific type mission required for the interrupted flight, the logistics readiness organization which submits the requisition to the source of supply will prepare the MICAP transaction. Upon request, this transaction will be submitted to the MAJCOM to which the aerospace vehicle is assigned. Reporting will continue until the MICAP condition is satisfied.

2.29.5.3. The transient base will not submit a MICAP transaction if materiel support is requested from the home base of the transient aircraft. The home base will not submit a MICAP transaction if materiel is effected from home base assets.

2.29.5.3.1. Transient aircraft support from the supply management business area (SMBA) is financed by the transient base. If parts are issued from the LRS at the transient base, normal sales and credit policies apply. This applies equally to aircraft from other services or agencies except they will pay the standard price for assets issued. The home base is responsible for reparable support for their aircraft requiring repair at a transient location when both of the following conditions occur: (1) the spare part is not available at the transient location and (2) the exchange price for the reparable is greater than \$20,000. The two options available are lateral support from the nearest location -- this allows standard MICAP procedure to occur -- or maintenance-to-maintenance channels. Using maintenance-to-maintenance procedures, the

serviceable and reparable part originates and returns to the home base. The exception to this procedure is enroute maintenance units that are funded and operated by Air Mobility Command for their active duty aircraft excluding European and Pacific tanker task force missions. (See **AFMAN 23-110, Volume 1, Part 3, Chapter 7**)

2.29.5.4. When the item does not ground the aircraft or the requirement for the item does not preclude the aircraft from continuing the mission, the serviceable part will be requisitioned by the home LRS, if required, and the MICAP condition reported by the home station only.

2.29.6. The following applies for MICAP reporting of aircraft possessed by depot maintenance (depot field teams (DFT) or programmed depot maintenance (PDM)):

2.29.6.1. DFT/PDM requirements will continue to be satisfied using existing policy/procedures.

2.29.6.2. MICAP requests submitted prior to depot possession will remain valid if the programmed possession time is less than 5 days for Continental US (CONUS) units or 10 days for overseas units. When programmed possession time is longer, all MICAPs will be downgraded when depot possession occurs.

2.29.6.3. New MICAP requests, due to authorized cannibalizations, may be submitted during depot team possession or PDM, when the programmed possession time is less than 5 days for CONUS units, or 10 days for overseas units from the date of cannibalization.

2.29.6.4. All home station requirements may be upgraded to MICAP 5 days (CONUS) or 10 days (overseas) prior to release of the aircraft from PDM.

2.29.6.5. When an aircraft or engine is undergoing programmed depot maintenance (depot status) an item may be upgraded to MICAP when the condition is within 31 days of a particular system operational check (critical path). Contract repair facilities are excluded, except as specifically authorized by **AFMAN 23-110, Volume 3, Part 3, Chapter 2**.

2.29.6.6. Use of the owning unit force activity designator (FAD) is authorized 31 days prior to functional check flight (FCF) or completion date.

2.29.6.7. Urgency of Need Designator "A" – Cannot Perform Mission, is authorized for depot maintenance activities parts requests when a work stoppage situation occurs or when the scheduled critical path of repair is affected by the lack of an asset.

2.29.7. Authorization for contractor to go MICAP:

2.29.7.1. In order to provide equal consideration between contractors and depot maintenance, MICAP authority may be granted to contractors who perform Programmed Depot Maintenance (PDM). The System Program Director (SPD) must authorize, and verify that the contractor is performing PDM, and is in need of MICAP authorization. The contractor will use the same criteria for MICAP as is used by depot maintenance for PDM.

2.29.7.2. Once the SPD has verified that the contractor is performing PDM, the SPD should submit their request to HQ AFMC/A4RX. This will allow the contractor's account to be added to the contractor account table in the Stock Control System (SCS).

2.29.8. Transfer/cancellation of MICAP requirements.

2.29.8.1. When MICAP requirements are transferred from one serial numbered end-item to a different serial numbered end-item to consolidate shortages or as a result of cannibalization, etc., a MICAP start/stop transaction must be submitted to reflect these changes as follows: The appro-

prate deletion code for the MICAP being terminated, date and hour of the transfer, cause and condition code with new MDS/reporting designator and applicable serial number; also the document number of the requisition for the required part and MICAP advice code "T". MICAP requisitions which can be eliminated as a result of this action should be promptly canceled.

2.29.8.2. When maintenance elects to install an item received for a reported MICAP requirement for one serial numbered end-item to satisfy a MICAP condition on a different serial numbered end-item of equipment it will be necessary to switch requisition numbers on the MICAP start/stop transaction for the unsatisfied requirement. The MICAP start/stop transaction for the unsatisfied MICAP requirement will be reported as a transfer action.

2.29.8.3. When a reported MICAP incident is satisfied prior to receipt of the requisitioned item through other than requisitioning action, such as cannibalization or war readiness material (WRM), the MICAP requisition will be downgraded or canceled by the base if no MICAP requirement of equal or higher priority exists.

2.29.8.4. Lateral and depot requisition action will not be active simultaneously for the same MICAP request. If the MICAP requisition was transceived to the appropriate source of supply, delayed shipment confirmation must be received before going lateral for the item. Once the delayed shipment confirmation is received and the part is found laterally, the base will initiate a transaction to delete the SOS requisition with a delete code 3, advice code L, and transfer the document number into the serial number field of the new lateral requisition.

2.29.8.5. Multiple Items MICAP. A separate MICAP start/stop transaction will be used to report each different national stock number (NSN) part (or part number if a NSN, NC, or ND number has not been assigned) causing a MICAP condition. For example: Five different NSN parts may be required for one aerospace vehicle. A MICAP start/stop transaction will be filled out for each part required.

2.29.8.6. Missile real property installed equipment/support equipment (RPIE/SE) MICAP. MICAP parts for items of missile RPIE or SE which are essential for launch and/or guidance of the missile will be submitted against the serial numbered missile affected, not the item of RPIE or SE.

2.29.8.7. Cancellation of MICAPs (deletion code "0"). Under certain circumstances it may become necessary to terminate reporting of a MICAP when deletion codes "1" - "9" do not apply.

2.29.8.7.1. An aerospace vehicle, selected item of equipment, or uninstalled engine being reported as MICAP is transferred/physically moved prior to receipt of the required part.

2.29.9. Reporting of Cannibalizations.

2.29.9.1. Maintenance may update MASS, notify MAJCOM RSS or LRS, (MAJCOM Option) when a cannibalization has occurred. This information will be used in preparing MICAP start/stop transaction as follows.

2.29.9.2. MICAP requirements which have been reported and requisitioned and subsequently satisfied through cannibalization action prior to receipt of the requisitioned item, will be reported as prescribed in **AFMAN 23-110, Volume 2, Part 2, Chapter 11** and **AFMAN 23-110, Volume 3, Part 2, Chapter 6**, (identified by deletion code 8). In those instances when cannibalization from an aircraft in non mission capable maintenance (NMCM) status occurs, the MICAP requirement will be transferred and reported against the donor aircraft (**paragraph 2.29.8.1.**). The MICAP

start/stop transaction for the serial numbered aerospace vehicle from which the MICAP requirement is transferred will continue to reflect the appropriate condition code.

2.29.9.3. MICAPs which were satisfied through cannibalization without requisitioning action, and those cannibalizations which were accomplished to preclude the occurrence of a MICAP condition will be reported as prescribed in **AFMAN 23-110, Volume 2, Part 2, Chapter 17** (identified by deletion code 4). This reporting is limited to those situations where the end item status was either operationally ready or NMCM at the time the cannibalization action was accomplished, would have progressed to an actual MICAP condition. For example: A part requirement essential for operationally ready capability, discovered while an aircraft is undergoing maintenance (being reported as NMCM in CAMS/REMIS is determined to be unavailable from base resources (serviceable or unserviceable (reparable), not awaiting parts (AWP), and is made available through authorized cannibalization action before a maintenance work stoppage occurs.

2.29.9.4. The MICAP was satisfied through cannibalization prior to requisitioning action (identified by deletion code "4").

2.29.9.5. The MICAP was satisfied through cannibalization after requisitioning action, but prior to receipt of the item (identified by deletion code "8").

2.30. Weapon System Management Information System (WSMIS) Supportability, Analysis & Visibility Module (SAV).

2.30.1. SAV is utilized to determine the readiness of a weapon system and the material resources (including aircraft and engines) it requires to conduct peacetime/wartime missions.

2.30.2. The purpose of SAV is to support the users in:

2.30.2.1. Monitoring weapon system readiness.

2.30.2.2. Performing studies and reducing the time needed to accomplish readiness problem analysis.

2.30.2.3. Replacing item-oriented management with weapon-system management.

2.30.2.4. Assisting operational commands in solving unit problems.

2.30.3. Readiness can be analyzed for each weapon system at the mission/design/series, type/ model/ series, command, base and unit level. This allows the user to assess the data to suit their needs.

2.30.4. MICAP data is extracted daily from D165B, "MICAP Requisition Status Reporting System," and passed to WSMIS/SAV. There are two choices for MICAP data available from WSMIS/SAV -- MICAP history and MICAP current.

2.30.4.1. WSMIS history contains historical data from current month minus 37 months up to 10 years on open and closed MICAPs. Data is building up to 10 years availability of data as of Oct 02.

2.30.4.2. WSMIS current contains information on those MICAPs of the current month minus 36 months of open and closed MICAPs.

2.30.5. The SAV module is processed and maintained by Processing Element DISA Dayton Wright Patterson AFB. Queries about SAV operations, software or communications connectivity should be addressed to the SAV hot line: DSN 339-5600, option 1. All other questions should be addressed to the SAV functional OPR, HQ AFMC/A4RX.

ATTACHMENT 2A-1

RESERVED FOR FUTURE USE

2A1.1. Reserved For Future Use.

ATTACHMENT 2B-1

RESERVED FOR FUTURE USE

2B1.1. Reserved For Future Use.

ATTACHMENT 2C-1

EXPLANATION OF TERMS AND COMPUTATION OF MICAP HOURS/INCIDENT

Terms

Aerospace Vehicles—Term used when referring to aircraft, missiles, and drones.

Assignment Codes—Codes used to indicate the purpose for which an aerospace vehicle is assigned to a MAJCOM.

Command of Possession Code—The one-digit code used in these procedures to identify the MAJCOM that physically possesses the aerospace vehicle or end item of equipment.

Engine Not Mission Capable Supply (ENMCS)—An engine is in this status when it is not installed and requires depot supply before work can start or resume to repair it or build it up. A modular engine is in this status when module is not available from base resources and work module is removed from the engine and requires depot supply support before work can start or resume. When work resumes on an engine or module because a part has been received or for any other reason it is reported in other than an ENMCS status, regardless of how many MICAP requisitions are outstanding.

Full Mission Capable (FMC)—To be in this status an aerospace vehicle must have the systems working to fly all missions under peacetime or wartime conditions.

Major Command (MAJCOM)—Reporting under this chapter includes Air National Guard, Air Force Reserve, United States Air Force Security Service, and United States Air Force Academy, in addition to the regularly designated MAJCOM.

Mission Capability (MICAP)—The status of a weapon system as determined by its ability to accomplish its assigned mission.

Not Mission Capable (NMC)—An aerospace vehicle in this status cannot fly any mission. NOTE: Inspections of two hours or less, such as preflight and post flight, and actions to prepare for flight, such as servicing and drag chute installation, need not be reported as NMC.

Not Mission Capable Maintenance (NMCM)—An aerospace vehicle cannot do any of its assigned missions because of schedule or unscheduled maintenance (restricted from use).

Not Mission Capable Supply (NMCS)—The vehicle cannot fly any of its assigned missions due to lack of parts for subsystems on the MAJCOMs basic lists.

Partial Mission Capable (PMC)—To be in this status an aerospace vehicle must have the systems working to fly at least one unit mission under wartime conditions. Aircraft with no wartime mission must be able to fly any one mission to be in this status. NOTE: Aircraft on alert may be in this status if it can fly the alert mission. In addition, aircraft in precautionary standdown directed by higher authority may be in this category.

Partial Mission Capable Supply (PMCS)—The vehicle can fly at least one of its assigned missions based on a basic systems list but not all missions due to lack of parts for systems on other mission essential subsystem lists.

Possessing Organization Code—The organization number, kind, and type designated for all AF organizations.

Possession—Possession exists when an organization is physically using the aerospace vehicle to accomplish its mission. The mission may involve the performance of aerial flight, launch, and/or performance of depot or transient maintenance.

Trainer—This term, as used herein, refers to mobile training set/resident training equipment, and trainers authorized for MICAP reporting.

Weapon—To avoid extensive repetition, the word weapon has been used interchangeably with the term aerospace vehicle.

2C1.1. Computation Of Micap Hours/Incidents.

2C1.1.1. MICAP hours are computed using the following formula: $(\text{stop day} - \text{start day} - 1) \times 24 + (24 - \text{start hour}) + \text{stop hour} = \text{MICAP hours}$

2C1.1.2. When a MICAP duration spans over a single month, the first day of the month is substituted for start day when computing month to date (MTD) hours. (**Example:** A MICAP started 26 August and terminated 08 September. The first of September is used as the start day on MTD hours computations when a MICAP carries over into (another month) September.

2C1.1.3. Incident count in WSMIS/SAV - An incident is counted as active for a selective period if it is opened or closed in the selected period or open for the entire selected period.

2C1.1.4. Cannibalization can result in the existence of two or more records with the same document being active in the same month. These will be counted as one active incident in reports aggregating or grouping by month. On reports not by month, only one active incident will be counted per documented over the requested time period.

2C1.1.5. Term codes B, 9, and 3, with advice code L are not counted as active incidents, but will appear on the general listing report.

ATTACHMENT 2C-2

MICAP CAUSE CODES

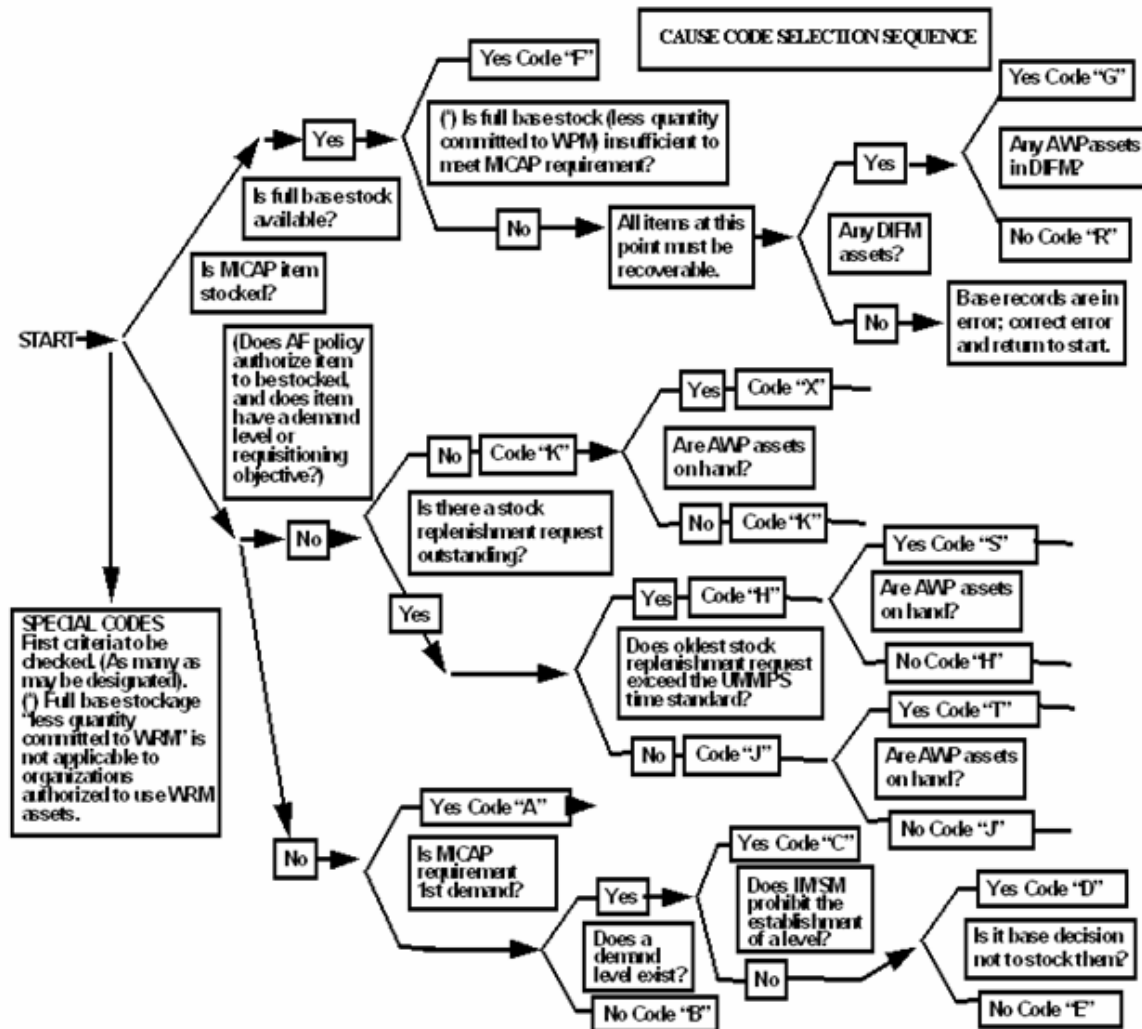
2C2.1. Purpose : To identify the circumstances existing at the time of the request. The cause codes were specifically developed to associate the MICAP condition with the policies governing the base stockage position.

Table 2C2.1. Codes.

CODE	EXPLANATION
A	No stock level established - No recurring demand or reparable generation before this request.
B	No stock level established - Past recurring demand or reparable generation experience but AF base stockage policy precluded establishing level.
C	Readiness Based Leveling (RBL), Single Manager/Inventory Management Specialist (SM/IMS) has determined the item should not be stocked at base level.
D	Base decision not to stock the item.
	STOCKED ITEMS
F	Full base stock - Depth of stock insufficient to meet MICAP requirement.
G	Full base stock - Quantity necessary for requirement is in AWP status.
H	Less than full base stock - Stock replenishment requisition exceeds priority group UMMIPS standards.
J	Less than full base stock - Stock replenishment requisition does not exceed group UMMIPS standards.
K	Less than full base stock - No stock replenishment due-in established.
R	Full base stock - Assets cannot be used to satisfy this requirement, that is, deployed MSK, inaccessible supply point balance, or otherwise unavailable.
S	Less than full base stock - Stock replenishment requisition exceeds UMMIPS time standards by priority group and AWP assets on hand at time of MICAP.
T	Less than full base stock - Stock replenishment requisition does not exceed UMMIPS time standards by priority group and AWP assets on hand at time of MICAP.
X	Less than full base stock - No due-in established and AWP asset on hand at time of MICAP.
	SPECIAL PURPOSE
Y	Data not available due to computer down for unscheduled maintenance.
Z	System/commodity received lacking MICAP item (initial shortage).
1-6	Command unique

2C2.2. Cause Code Selection Process . The illustrated cause code selection sequence chart portrays the process by which appropriate cause codes may be determined, using a simple yes/no decision path.

Figure 2C2.1. Code Selection Sequence.



ATTACHMENT 2C-3

MICAP ADVICE CODES

2C3.1. Purpose: To provide additional information for MICAP detail data transaction processing.

Table 2C3.1. Codes.

CODE	EXPLANATION
A	Basic MICAP Incident Start Report.
F	Cancellation - Initiated by Requester.
G	Incident Still Open - Material not received (“B9Z” Transaction Only).
H	Reserved.
L	Transfer of Incident to Lateral Requisitioning.
M	Intra-Command MICAP Reporting only.
P	Reserved.
Q	Indicative Data Correction.
R	Upgrade of Non-Reportable Condition to a Reportable Condition.
S	Status from Non-AFMC Sources of Supply (“B9Z” Transaction Only.)
T	Transfer of Requisition from One End Item to another.
U	Change of a Reportable MICAP Condition to another Reportable Condition.
V	Report of Cannibalization from One End Item to another after Termination.
W	WRM Asset Used to Preclude a MICAP.
Z	Basic MICAP Incident Stop Report.

ATTACHMENT 2C-4

MICAP COMMODITY CODES

2C4.1. Purpose : To identify the type of end-item. It is the last position of the document identifier code in the MICAP report transaction.

Table 2C4.1. Commodity Codes.

CODE	COMMODITY
K	Aerospace vehicles, drones, and missiles
L	Communications and Electronics (CE)
M	Engines
N	Support equipment
P	Trainers
Q	Vehicles
R	Photographic
S	Cryptological
V	Fire Fighter Vehicles

ATTACHMENT 2C-5

MICAP CONDITION CODES

2C5.1. Purpose: To identify the impact of a MICAP requirement. Condition codes are also used to classify materiel in terms of readiness for issue and use or to identify action underway to change the status of materiel.

Table 2C5.1. Condition Codes.

CODE	CONDITION
W R	Aerospace Ground Equipment/Support Equipment (Commodity “N”) Equipment out of commission Equipment operating in limited or restricted capacity
G F M	Aircraft/ICBM (Commodity “K”) To relieve a NMC condition To relieve a PMC condition Crash and/or Battle Damage
K L	C & E Equipment (Commodity “L”) Equipment out of commission Equipment operating in limited or restricted capacity
K L	Cryptological Equipment (Commodity “S”) Equipment out of commission Equipment operating in limited or restricted capacity
E	ECM Pods, Missiles (Excluding ICBM), and Drones (Commodity “K”) Identifies NMC conditions
N	P-15 Fire Fighting Vehicles (Commodity “V”) Identifies PMC conditions
P	Selected Photographic Equipment (Commodity “R”) Identifies NMC conditions
E	Spare Engines (Commodity “M”) Identifies NMC Conditions
G F	Trainers and MTS/RTE (Commodity “P”) Equipment out of commission Equipment operating in limited or restricted capacity
V	Vehicles (Commodity “Q”) Identifies NMC conditions

ATTACHMENT 2C-6

MICAP DELETION CODES

2C6.1. Purpose: To identify the reason for termination of the MICAP report.

Table 2C6.1. Deletion Codes.

CODE	REASON FOR DELETION
1	Received from ALC
2	Received from DLA/other services
3	Satisfied through lateral support
4	Cannibalization has been used to preclude the MICAP incident.
5	Receipt of base procured item.
6	Received from base assets. When delete code “6” is used with advice “W” for weapons training detachment operating spares/high priority mission support kits (WTDOS/HPMSK), (WRM assets used to preclude a MICAP), hours are backed out to zero.
7	WRM asset has been used to meet requirement. When used with advice code “W” (WRM assets used to preclude a MICAP), hours are backed out to zero.
8	Cannibalization has been used to satisfy MICAP requirement.
9	Reported in error, hours are backed out to zero.
0	Cancellation of a MICAP report when deletion codes “1-9” do not apply.
T	Automated termination generated by the D165B system. Hours are backed out to 5 days after shipment date (AFMC managed items) or 5 days after status date (non-AFMC managed items). This code is assigned after the base fails to respond to 3 consecutive D165B system B93 interrogations. Under conditions of: (1) active MICAP in D165B matching D035A requisition with shipment confirmation; (2) AFMC is not the SOS, no action from SBSS or D035K for 10 days, D165B interrogates with B92, if SBSS provided a status or an advice “G” record once deletion code “T” assigned after 3 interrogations, stop date 7 days after the date the record was received from SBSS and stop hour code Z assigned.
B	The D165B system automatic termination with hours backed out to zero. The base failed to respond to three consecutive D165B B93 system interrogations. Records do not meet the criteria for code “T.” Under conditions of: (1) active MICAP in D165B but closed in D035A; (2) AFMC is not the SOS, no action from SBSS or D035K for 10 days, D165B interrogates with B92, if SBSS never submitted status or responded to the B92. Delete code “B” assigned, stop date and stop code made equal to the start date and start hour code. Zero MICAP hours assigned; (3) AFMC is the SOS, open MICAP in D165B and no matching D035A requisition, interrogation B92 submitted to SBSS or D035K, after 3 interrogations without response, delete code “B” assigned. Stop date and stop code made equal to the start date and start hour code. Zero MICAP hours assigned.

NOTE: When the start year/day/hour is greater than the as-of-date year/day/hour, hours are backed out to zero. Explanation - A start date one day greater than as-of-date is allowed to enter D165B to compensate for MICAP transactions coming in from overseas bases.

ATTACHMENT 2C-7

MICAP ERROR CODES

2C7.1. Purpose: To identify an error that appeared in a MICAP report.

Table 2C7.1. MICAP Error Codes.

CODE	ERROR DESCRIPTION
A	Document number
B	Standard reporting designator
C	Serial number
D	Action year
E	MICAP condition code
F	FSC/MMC
G	Stock number
H	Action day
J	Cause code
K	Source of supply
L	Hour code
M	Processing organization
N	Command code
P	Work unit code
Q	Deletion code
R	Budget code
S	Advice code
T	Quantity
Z	Multi-errors

ATTACHMENT 2C-8

MICAP HOUR CODES

2C8.1. Purpose: To identify the start/stop time for each MICAP incident.

Table 2C8.1. MICAP Hour Codes.

CODE	HOUR
A	0001-0059
B	0100-0159
C	0200-0259
D	0300-0359
E	0400-0459
F	0500-0559
G	0600-0659
H	0700-0759
J	0800-0859
K	0900-0959
L	1000-1059
M	1100-1159
N	1200-1259
P	1300-1359
Q	1400-1459
R	1500-1559
S	1600-1659
T	1700-1759
U	1800-1859
V	1900-1959
W	2000-2059
X	2100-2159
Y	2200-2259
Z	2300-2400

NOTE: I and O are not used.